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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Rumania	REPORT	
SUBJECT	The Port of Constanta	DATE DISTR.	25 October 1954
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Approach and Control

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1. The [] ship sent its ETA Constanta via the Istanbul Radio three days prior to arrival.
2. A light buoy is located eight miles directly east of the harbor entrance, with a second buoy located three miles south of the first.
3. According to the pilot, there are no mines in the forbidden areas surrounding the harbor and it is possible to travel through these areas.
4. The pilot was picked up immediately outside the harbor entrance. He was accompanied by an armed guard who remained on the bridge while the pilot took the ship into the inner harbor where it was anchored. Here the doctor came on board and undertook a routine examination of the crew members which lasted approximately 30 minutes. The ship then proceeded to its loading berth where members of the Control Commission came aboard. The Commission consisted of 12-14 men and the entire control function required about three hours. The crew members were all placed in formation on the deck and were called out individually in order to determine that the documents were identical with the personnel on board. The crew members were kept under guard during the inspection of the ship which was undertaken by three groups of inspectors.
5. All crew members received a landing permit. However, only 13 men were permitted ashore at any one time. The men were taken to the city by boat. Three guards maintained the watch at the quay.

Harbor

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6. The [] boat had the outside berth on the north side of the South Quay. Here cargo was loaded to a depth of 28 feet, but the depth was not sounded or

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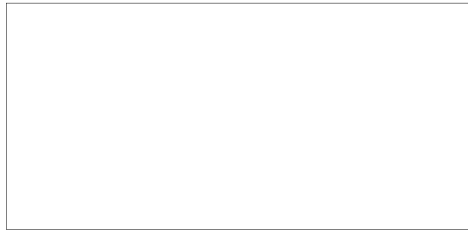
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determined. On the north side of the quay there is berthing space for 3 tankers. A davit was placed at each loading area. To the outside of the pier lies several small sheds which are used to store hoses, etc.

7. The slanted end of the southside of the pier is frequently used by Finnish tankers--up to 18,000 DWT.
8. The basin south of the pier is most frequently used by Russian tankers. At the southside of the pier lay six or seven oil installations; a lesser number were seen on the north side. All pipes lie exposed.
9. At the pier north of the "oil pier" lay smaller ships which were loading wood cargo by employing the ship's wenches.



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